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2. GENERATOR REPAIR WAS VERY NEARLY COMPLETED (SEE REF B) WHEN ACCIDENT OCCURRED. LOOSE METALIC OBJECTS TURNED OUT TO BE THREE SHEARED-OFF BOLT HEADS CONNECTING MOTOR FLYWHEEL TO SHAFT.	5X1A	RIGHT HAND BEING MORE	SEVERE THAN	ORIGINALLY E	BELIEVED.	PLANS
2. GENERATOR REPAIR WAS VERY NEARLY COMPLETED (SEE REF B) WHEN ACCIDENT OCCURRED. LOOSE METALIC OBJECTS TURNED OUT TO BE THREE SHEARED-OFF BOLT HEADS CONNECTING MOTOR FLYWHEEL TO SHAFT.		TO INFORM EMPLOYER 281	300Z OF ACCIE	ENT AND PLA	NS FOR COMP	LETING REPAIR
WHEN ACCIDENT OCCURRED. LOOSE METALIC OBJECTS TURNED OUT TO BE THREE SHEARED-OFF BOLT HEADS CONNECTING MOTOR FLYWHEEL TO SHAFT.		10			1/	
THREE SHEARED-OFF BOLT HEADS CONNECTING MOTOR FLYWHEEL TO SHAFT.						
THREE SHEARED-OFF BULL HEADS CONNECTING MOTOR FLYWHEEL TO SHAFT.		WHEN ACCIDENT OCCORRED	. LOUSE META	TIC OBJECTS	S TURNED OUT	TO BE
SHAFT HAD ROTATED 180 DEGREES INSIDE FLYWHEEL AFTER BOLTS AND LOCKING	** (THREE SHEARED-OFF BOLT	HEADS CONNEC	CTING MOTOR	FL YWHEEL TO	SHAFT.
		SHAFT HAD ROTATED 180 I	EGREES INSID	E FL YW HEEL	AFTER BOLTS	AND LOCKING
KEY SHEARED. NO EXPLANATION OFFERED FOR THIS. KEY AND BOLTS HAD BEEN		KEY SHEARED . NO EXPLAI	NATION OFFERE	D FOR THIS	KEY AND B	OLTS HAD BEEN
25X1A REPLACED BY AND GENERATOR RECONNECTED TO MOTOR. PREPARATIONS	25X1A	REPLACED BY AND	GENERATOR RE	CONNECTED T	O MOTOR . P	REPARATIONS
WERE IN PROGRESS BY INDIGENOUS MECHANIC TO RESTORE PROPER ALIGNMENT	•	WERE IN PROGRESS BY IND	IGENOUS MECH	ANIC TO RES	TORE PROPER	ALIG NMENT
25X1A FOLLOWING DISASSEMBLY. DURING THIS TIME WAS TROUBLESHOOTING	25X1A	FOLLOWING DISASSEMBLY.	NU G	ING THIS TI	ME WAS TROU	BLESHOOTING
UNRELATED LESSER PROBLEM IN CONTROL CABINET WHEN ACCIDENT TOOK PLACE.		UNRELATED LESSER PROBLE	TIME "			
3. ENSUING FLASH REPORTED REF A BADLY SCORED ONE END OF REGULATOR						
ASSEMBLY AND BUILDUP RELAY. BLACKENED AREA ABOUT TEN INCHES IN						

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25X1A	DIAMETER CENTERED AB	OUT TERMINAL 60 ON MAIN TE	RMINAL BOARD.
	CLOSER INSPECTION F	OLLOWING REF A REVEALED TH	AT 480 VOLT INPUT ALSO
	SHORTED ON ADJACENT	TER MI NAL S.	
K1A	4. SENDI	NG FOR REPLACEMENT PARTS A	T OUR REQUEST, PLUS
	- 		
	THREE INPUT BREAKER	S SHOWN ON PRINT 136-E-302	BUI NOI PROVIDED.
	A FOURTH BREAKER, 30	A,3P IS TO BE ADDED TO INC	OMING 48ØV LINE.
1	DISTRIBUTION THEN T	O BE MADE FROM THESE BREAK	,
	STRIP. BREAKERS WI	LL PERMIT DISCONNECTING TH	E CABINET FROM ALL 208V
		CEPTION OF GENERATOR OUTPU	
K1A	5. SECOND PROBL	EM REPORTED REF A REQUIRED	MODIFICATION BY
	HIGH MOTOR CURRENT	CHARACTERISTIC OF INDUCTIO	N MOTOR MODE CAUSED
	EXCESSIVELY HIGH OF	TPUT FROM EXCITER FIELD SU	JPPLY AND IN TURN SUB-
	,	DIODES WERE AT OUTPUT OF S	
	APPARATLY BROKE DOW	N TAKING RESISTORS WITH TH	HEM. MODIFICATION
	ELIMINATES INDUCTION	ON MOTOR MODE BY KEEPING AL	L MOTOR FIELDS EXCITED
	WHEN NOT ON ENGINE	DRIVE	
25X1A			STATE OF OUR OF COMMISSION
		NO-BREAK	
25X1A	FOR AT LEAST ANOTHE	R WEEK WHILE PARTS ON WAY	AND RECUPERATES.
	SECREI		

25X1A

25X1A